

Stakeholder Advisory Group Meeting #1

July 29, 2015

Stakeholder Advisory Group Attendees

Shane Boyer
David Fournier
Jennifer Harper
Jack Honderd
Arthur Kennedy
Michael Lennon
Sean Pharr
Gerri Vereen

Study Team Attendees

Richard Meehan (City of Brookhaven)
Richard Fangmann (Pond & Company)
Eric Lusher (Pond & Company)
Graham Malone (Pond & Company)

Other Attendees

Christian Cherniak

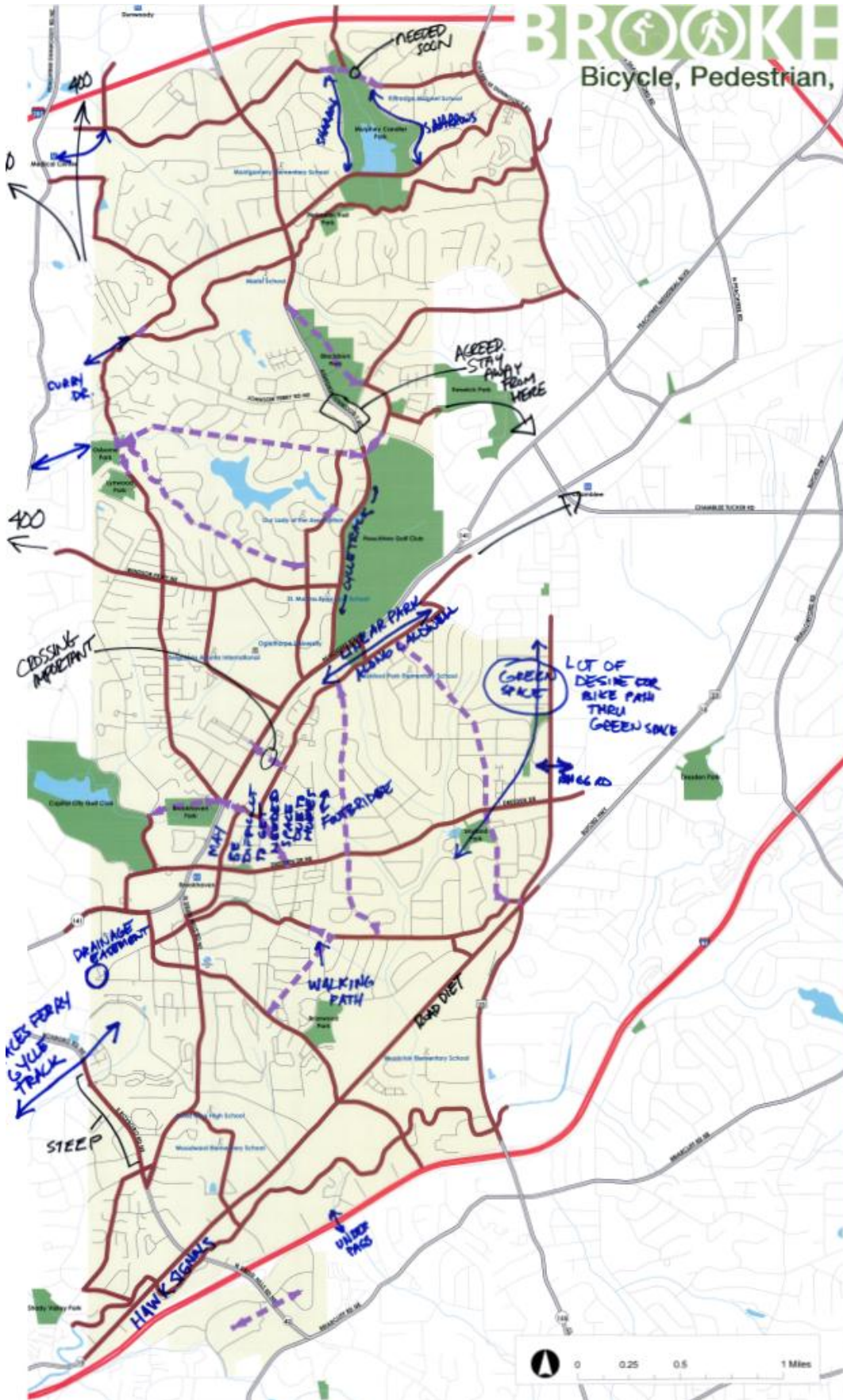
Meeting Notes

- The meeting began with a short introduction of the study team attendees by Mr. Fangmann, followed by introductions of the stakeholder advisory group attendees.
- Mr. Fangmann discussed the role of the Stakeholder Advisory Committee
- Via a powerpoint presentation, Mr. Lusher summarized the goals of the study and processes used as part of the plan. This presentation included:
 - An introduction to what the plan's goals were and a reinforcement that the plan is intended to serve all users and age groups interested in non-motorized transportation
 - A quick summary of different bicycle, pedestrian, and trail facilities. Subsequent discussion amongst the stakeholder advisory committee focused on:
 - Additional signage that could be used to supplement sharrow stripings
 - Enforcement considerations for vehicles that park in bike lanes
 - Clarification on the concept of bike boulevards and how they can relate to bike routes
 - Discussion of how City ordinances relate to the legality of riding bicycles on sidewalks
 - Consideration of how golf carts and similar motorized vehicles relate to trail planning. The expectation is that the plan will make some recommendations for whether it is appropriate to accommodate such vehicles and if so, at what locations. As discussed, the challenge in accommodating such vehicles is that it can be very challenging and expensive as they are typically on separated facilities planned before urbanization. In the case of Brookhaven, there are limited opportunities to retrofit the community.
 - A summary of the different phases of the study process and schedule with the estimation that in terms of work generated, we are approximately halfway through the plan
 - Reinforcement that the plan will focus on four major areas: suitability, public input, feasibility, and prioritization considerations

- An in depth description of the completed Suitability Analysis was provided. This analysis is spatially based and divided into three focus areas:
 - Attraction Analysis: focusing on points of interest in the community and their accessibility for non-motorized travel
 - Demand Analysis: focusing on the characteristics of city residents that suggest propensity to non-motorized travel
 - Character Analysis: focusing on the function of the transportation system and the built environment to determine the context appropriateness for non-motorized travel
- A brief discussion of STRAVA data which collects information from bicyclists and runners about routes used. This information is very helpful in highlighting where users are comfortable today but less helpful in identifying where users actually want to travel
- A web survey was discussed with a summary of responses. Overall, respondents are receptive to investing in pedestrian and bicycle facilities with a preference for multi-use trails and sidewalks. Additional information was provided regarding the general use and desire of respondents to use such facilities primarily for recreational use or to run errands (not for commuting purposes). Finally, some background information was provided on respondents included what parts of the community they resided in and their comfort level regarding bicycle travel.
 - Ms. Harper inquired whether any specific questions were asked of respondents about their preference for separating bicycle and pedestrian users within the typical section of multi-use trails. While this question was not asked, the study team responded affirmatively that such design issues will be considered as part of the recommendations given available room and appropriateness.
- A summary of the activities and input gathered at the first Public Meeting was discussed.
 - Meeting attendees also favored multi-use trails over other facility types
 - The visioning exercises were described with the results indicated as follows:
 - An identification of major points of interest in the community such as Town Brookhaven, parks in the community, MARTA, and connections to the south via Northfork
 - The general concept that a north-south spine could connect the majority of those points of interest
 - That the north-south spine would be supplemented by other connections that formed loops within the community. Over time, these loops could ensure that all major points of interest were accessible and that there would be redundancy in the system.
- A summary of how the suitability analysis and visioning exercises were combined to identify target corridors and connections was described. A map of these target corridors and connections was provided for consideration by the stakeholder advisory group and subsequently discussed using aerial photography. Overall, the advisory group was supportive of the corridors identified and advised the study team to begin identifying the feasibility and specific types of improvements that could be implemented on these corridors. Additional comments and thoughts are documented on the marked up map on the next page. The subsequent page includes additional comments received via email from a stakeholder advisory committee member following the meeting.
- The meeting concluded with the understanding that the committee would reconvene again to review the results of this feasibility phase and the initial recommendations accompanying them. Following this meeting, the study team will present these findings in a public meeting format.

Target Corridor Map

The target corridors and connections indicated on this map are for discussion purposes only in order to identify corridors for further investigation in the study process. These do not constitute the recommendations of the planning effort.



- Target Corridors
 - Target Connections
- ### Features
- University
 - K-12 School
 - MARTA Rail Station
 - Stream
 - Lake
 - Park
- ### Roads
- Freeway
 - Major Road
 - Other Roads

From: Michael Lennon
Sent: Thursday, July 30, 2015 1:47 PM
To: Fangmann, Richard
Cc: John Park; Richard Meehan
Subject: Bike / Ped Planning for Brookhaven

Thank you Richard for a very productive meeting last night.

I was very encouraged with your thought of a "spine" for the trails through Brookhaven, and it seems that a continuation of the Blackburn Park Trail running down the east side of Ashford Dunwoody Road all the way to Peachtree Rd is the best "bang for the buck" that we could get to get this trail system started.

I like the idea of running behind the Publix, and crossing Johnson Ferry Road at that new traffic light at Blair Circle. The short span of sidewalk between Ashford Dunwoody and Redding Road is already wide enough for a trail along Peachtree for that one block. The traffic light at Redding Road provides an excellent crossing, and puts the trail under the Marta tracks.

Redding & Caldwell should start the E-W "spine" for Brookhaven and could link to what seemed the most desired destination: the Brookhaven Marta station, and the business cluster on Dresden Drive at Caldwell. The north side of Caldwell has great space for a full size multi-use trail, though the short section with houses may have to be a mix of trail and bike lane.

East of Redding on Caldwell already has bike lanes on both sides and would be an excellent start to tie into the Ashford Forest green Space off Skyland, Georgian Hills Park, Skyland Park, and eventually all the way down to Briarwood park; in other words our vision of the PATH proposed "Skyland Trail" This would also be a great tie-in point to the Chamblee trails at Bragg & Clairmont.

Crossing Peachtree again from the Brookhaven Marta station at Dresden/Brookhaven Drive seems the shortest route to drive our trail towards the Mountain Way Common in Buckhead and the trailhead of the PATH400 Trail. I know dealing with the Capital City Country Club might be difficult, but running a trail along their property up Brookhaven Drive and coming out on Peachtree Dunwoody right at the Little Nancy Creek Park puts us very close to linking to PATH400. I hope we can work with Atlanta/Fulton on this.

The Ashford Dunwoody and Caldwell trails alone would be a huge boost for Brookhaven and a great basis for the start of a Brookhaven-wide trail system.

Thank you again and look forward to our next meeting.

Michael Lennon